

## Claims

1-13 Canceled

14. (New) A hydraulic vehicle brake system, including  
a hydraulic brake pressure generator with a master brake cylinder (11) and a  
hydraulic booster (7),  
a pressure fluid supply reservoir,  
an independent pressure source,  
an electronic controller, and  
a driver's deceleration request determining unit,  
the hydraulic booster (7) being connected to the master brake cylinder (11)  
upstream thereof,  
the hydraulic brake pressure generator being connected by way of a conduit (12,  
12.2) to the pressure fluid supply reservoir (13),  
the master cylinder comprising at least one master cylinder piston,  
the hydraulic booster including a vacuum chamber (47) arranged essentially  
coaxially to the master brake cylinder as well as a booster piston (41) arranged  
therein and being effectively connected to one of the master brake cylinder pistons  
by way of an actuating element (42) and, for the purpose of brake force boosting,  
being actuatable by the hydraulic pressure of the electronically actuatable  
independent pressure source (4, 19, 20) which is connected to the hydraulic  
booster (7) by way of a conduit (50) in which a first analog or analogized valve (5) is  
arranged,  
wherein the pressure fluid supply reservoir (13a) is connectable to the electronically  
actuatable independent pressure source (4, 19, 20) by way of a conduit (12, 12.1)  
in which a second analog or analogized valve (6) is arranged, wherein the vehicle  
brake system includes a simulator (61) cooperating with the brake actuating  
element and with the driver's deceleration request determining unit, and wherein  
the electronically actuatable independent pressure source (4, 19, 20) is actuatable  
according to the detected driver deceleration request or according to an electronic  
brake control system, depending on situational circumstances.

15. (New) The hydraulic vehicle brake system as claimed in claim 14, wherein the master brake cylinder (11) has a dual-circuit design and the pressure fluid supply reservoir (13) is unpressurized.
16. (New) The hydraulic vehicle brake system as claimed in claim 14, wherein the independent pressure source (4, 19, 20) includes a motor-and-pump assembly (19, 20) and a hydraulic high-pressure accumulator (4).
17. (New) The hydraulic vehicle brake system as claimed in claim 16, wherein a separate charging circuit is provided for the high-pressure accumulator (4).
18. (New) The hydraulic vehicle brake system as claimed in claim 17, Wherein the separate charging circuit is established by means of a three-circuit hydraulic pump.
19. (New) The hydraulic vehicle brake system as claimed in claim 14, wherein the electronic control unit (28) is capable of to controlling the first and second analog or analogized valves (5, 6) for the purpose of applying a defined hydraulic pressure to the booster piston (41) of the hydraulic booster (7), and in that the driver's deceleration request determining unit (64) is associated with the electronic control unit (28) for communicating the driver's braking request to the electronic control unit.
20. (New) The hydraulic vehicle brake system as claimed in claim 14, comprising a set of wheel brakes, wherein the master brake cylinder (11) is connected to the set of wheel brakes (30, 31) by way of a brake conduit (14) into which a separating valve (9) is inserted, and by way of subsequent brake conduit parts (14.1, 14.2), each of which having one inlet valve (15.1, 15.2) arranged therein.

21. (New) The hydraulic vehicle brake system as claimed in claim 20, wherein the wheel brakes (30, 31) of the vehicle are connected to the master brake cylinder (11) by way of a return conduit (17) in which outlet valves (16.1, 16.2), a low-pressure accumulator (18) and a change-over valve (8) are arranged.
22. (New) The hydraulic vehicle brake system as claimed in claim 21, wherein the independent pressure source (4, 19, 20) includes a pump, with an inlet side and a pressure side, and a hydraulic high-pressure accumulator (4), wherein the pump (19) is connected to the return conduit (17) on the inlet side, while on the pressure side it is connectable through a branching (22) to the wheel brakes (30, 31) of the vehicle and to the high-pressure accumulator (4), and in that a non-return valve (23) and a damping chamber (57) are arranged between the pressure side (21) of the pump (19) and the branching (22).
23. (New) The hydraulic vehicle brake system as claimed in claim 22, wherein from the branching (22) the pump (19) is connected to the high-pressure accumulator (4) by way of a conduit (24) in which an actuatable valve (2) is arranged, and in that from the branching (22) the pump (19) is connected to the brake conduit parts (14.1, 14.2) by way of a conduit (25) in which an actuatable valve (1) is arranged.
24. (New) The hydraulic vehicle brake system as claimed in claim 23, wherein the electronic control unit (28) is used to control the actuatable valves (1, 2) for the purpose of brake pressure control and buildup of hydraulic pressure in the high-pressure accumulator (4).
25. (New) The hydraulic vehicle brake system as claimed in claim 14, wherein the simulator includes at least one hydraulic chamber (65) which is connected to the conduit (50) between the the electronically actuatable

independent high pressure source and the hydraulic booster (7) by way of a conduit (62) in which an additional valve (63) is arranged.

26. (New) The hydraulic vehicle brake system as claimed in claim 14, wherein the first and the second analog or analogized valve (5, 6) are normally closed valves.
27. (New) The hydraulic vehicle brake system as claimed in any one of claim 14, wherein the hydraulic brake pressure generator is essentially integrated into a hydraulic unit of the vehicle brake system.